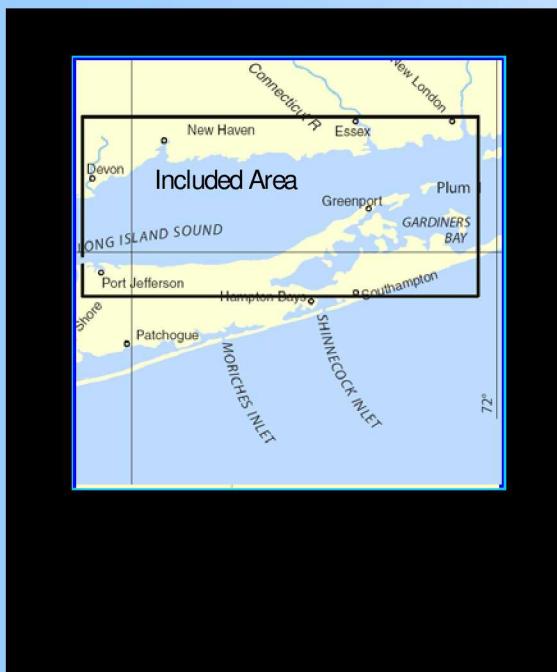


BookletChartTM

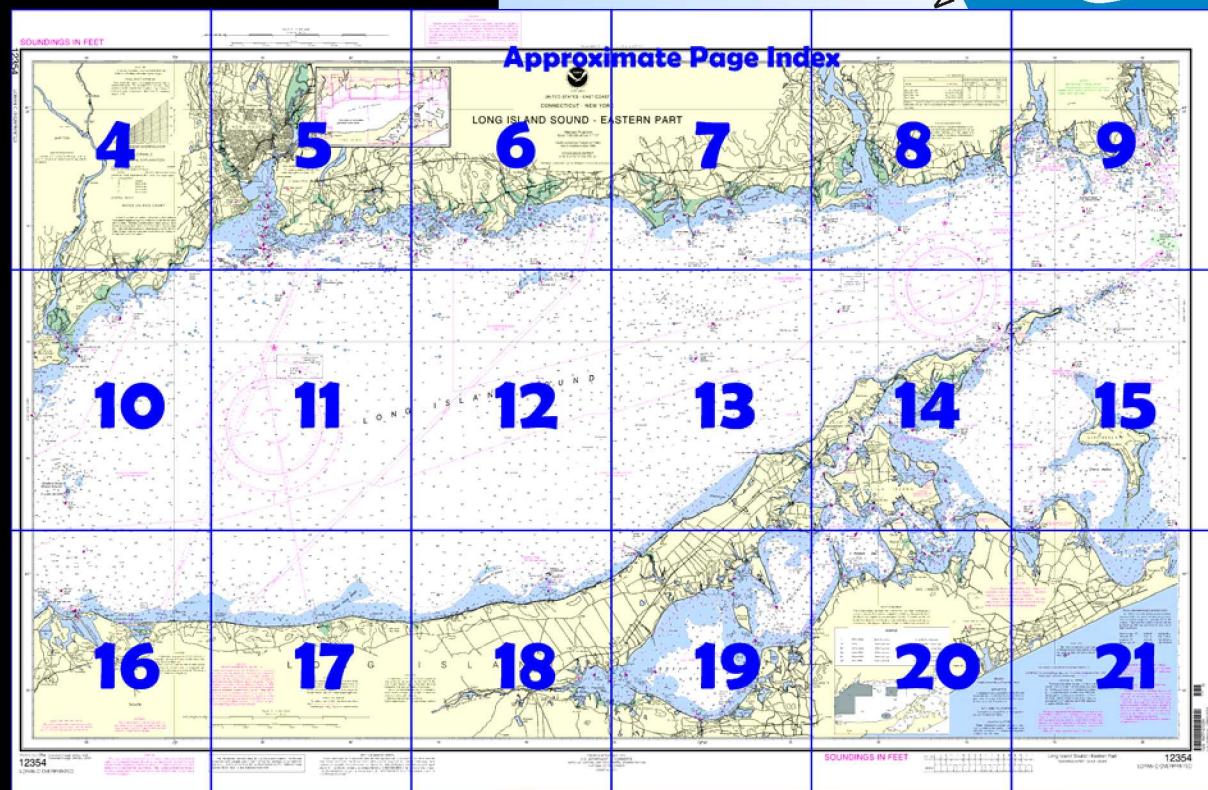
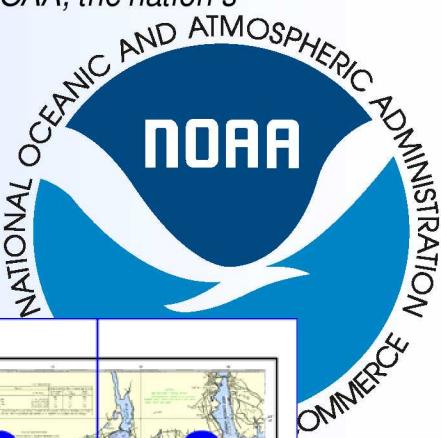
Long Island Sound - Eastern Part

(NOAA Chart 12354)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

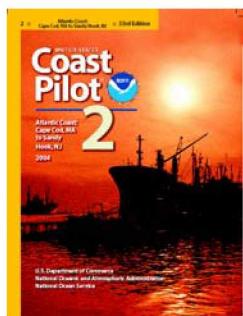
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 8 excerpts]

- (3) **Long Island Sound** is a deep navigable waterway lying between the shores of
(5) Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.
(9) In the eastern portion of Long Island Sound the current turns from $\frac{1}{2}$ to $1\frac{1}{2}$ hours earlier along the north shore than in the

middle of the sound.

(10) Proceeding westward from The Race in the middle of the sound, the velocity of current is 1.8 knots off Cornfield Point, about 1 knot off New Haven, 1 knot off Eatons Neck, 0.4 knot between Peningo Neck and Matinecock Point, and 0.5 knot eastward of Hart Island.

(11) About 1.5 miles east-southeastward of Barlett Reef, the velocity of flood is 1.2 knots and ebb 1.6 knots. The flood current sets 285° and the ebb 062° .

(12) At a point about 3 miles southward of Cornfield Point, the flood current sets 256° with a velocity of 2 knots and the ebb sets 094° with a velocity of 1.7 knots.

(13) About 1 mile north of Stratford Shoal (Middle Ground) Light, the velocity is 1 knot, the flood setting westward and the ebb eastward. Current directions and velocities at various places throughout the eastern portion of Long Island Sound for each hour of the tidal cycle are shown on the Tidal Current Charts, Block Island Sound and Eastern Long Island Sound.

(14) Weather is most favorable from mid-May to mid-October, when the most common hazards are thunderstorms and fog. There is also a rare threat of a tropical cyclone. During June, July and August on the average, there are 20 to 25 days per month with conditions generally considered ideal even for small boaters. Fog is most likely in spring and early summer. Fog, or the lack of it, at inland locations is not a guide to conditions in the Sound or its approaches. Areas along the coast, at the heads of bays and within rivers may be relatively clear, while offshore the fog is thick. For example, on exposed Block Island heavy fog is encountered about 10 to 12 percent of the time from April through August compared to 1 to 3 percent at Westhampton. Thunderstorms on the other hand are more likely over land, but can be vicious in the Sound, especially in a squall line preceding a cold front in spring and early summer. Winter winds are mostly out of the west through north, but gales blow less than 5 percent of the time in these somewhat sheltered waters. Waves are restricted by limited fetch except to the east. However, choppy conditions can create problems.

(185) **Long Sand Shoal** extends 6 miles westward from off the entrance of Connecticut River and has a greatest width of nearly 0.3 mile. The general depths on the shoal are 4 to 15 feet; bottom is hard and lumpy. Shoaling is abrupt on both sides, but especially on the south side, where the 5-fathom curve is only 100 yards from it in places. The shoal is marked at its eastern end by a buoy, and on the south side and west end by lighted sound buoys.

(188) **Sixmile Reef**, about 3 miles southwestward of Long Sand Shoal, is an area of broken ground about 2.5 miles long in a west-northwesterly direction with depths of 19 to 30 feet. The bottom is rocky and shoaling is abrupt in places. A lighted bell buoy is off the southerly edge of this reef. With extreme low tides, due to northerly and westerly winds, this shoal may be dangerous to vessels with 15-foot draft. Tide rips occur on the reef whenever the direction of the tidal currents is opposed to that of the wind. This is especially true during spring tides and a southwest wind.

(354) **Stratford Shoal Middle Ground**, 5.4 miles south of Stratford Point and covered $4\frac{1}{2}$ to 18 feet, is marked by **Stratford Shoal (Middle Ground) Light** ($41^{\circ}03.6'N$, $73^{\circ}06.1'W$.), 60 feet above the water and shown from a gray granite octagonal tower projecting from a house on a pier, and by buoys that mark the outer ends of shoal areas extending 1 mile north, 0.9 mile northeast, and 0.5 mile south of the light. A fog signal is at the light.

(355) From Orient Point ($41^{\circ}09.6'N$, $72^{\circ}14.0'W$.), for about 11 miles to Horton Point, the south shore of Long Island Sound is generally bluff and rocky. The 10-fathom curve is from 0.3 to 0.8 mile from shore, and the shoaling is generally abrupt. The outlying dangers are Orient Shoal and the rocky patch northward of Horton Point.

(357) Several rocky shoals, including **Orient Shoal** with a least depth of 7 feet, are offshore in the vicinity of **Rocky Point**, about 5 miles westward of Orient Point. The north end of Orient Shoal is marked by a buoy.

(359) A rocky shoal with a least found depth of 26 feet is 1.6 miles northward of Horton Point. The shoal is a ridge having a northeast-southwest direction, with abrupt shoaling on its northwest and southeast sides.

Table of Selected Chart Notes

Corrected through NM Dec. 9/06
Corrected through LNM Nov. 28/06

HEIGHTS
Heights in feet above Mean High Water.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.35° northward and 1.68° eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(C)Accurate location (O)Approximate location

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

SMALL CRAFT WARNINGS

Small craft warnings will be displayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats underway in the coastal and navigable inland waters of Suffolk County, Long Island, New York: For boating season only.

NOTE C DANGER AREA



The U.S. Naval Aircraft Gardiners Point Target is U.S. Government property prohibited to the public. The area is dangerous due to live undetonated explosives.

Fishing, trawling, or anchoring within a 300 yard radius of the ruins is dangerous due to possible recovery of aircraft practice bombs containing explosives.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 9960 99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators):

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - -

CAUTION

CHANGES IN BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)	
			Mean Higher High Water	Mean Low Water
	Saybrook Jetty	(41°16'N/72°21'W)	feet	feet
	Stratford Shoal	(41°04'N/73°06'W)	4.2	3.8
	Plum Gut Harbor	(41°10'N/72°12'W)	7.1	6.8
	Sag Harbor	(41°00'N/72°18'W)	3.1	2.8
			3.0	2.7

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Oct 2006)

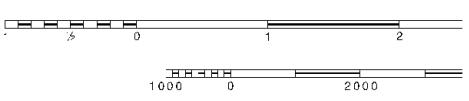
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

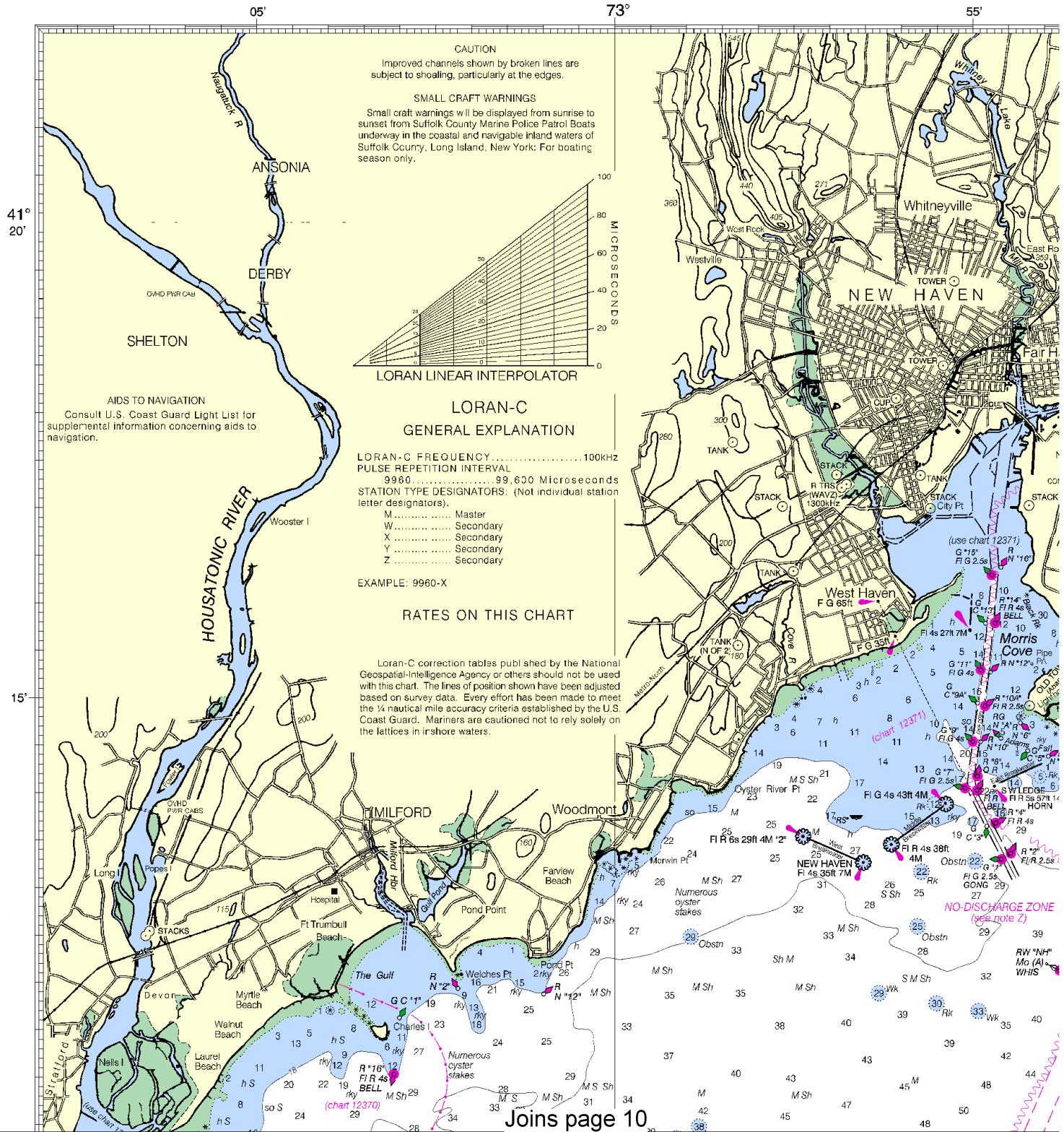
12354

LORAN-C OVERPRINTED

SOUNDINGS IN FEET



1000 0 2000



4



Printed at reduced scale.

SCALE 1:80,000

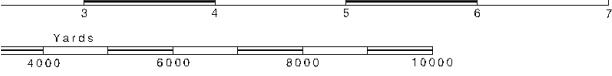
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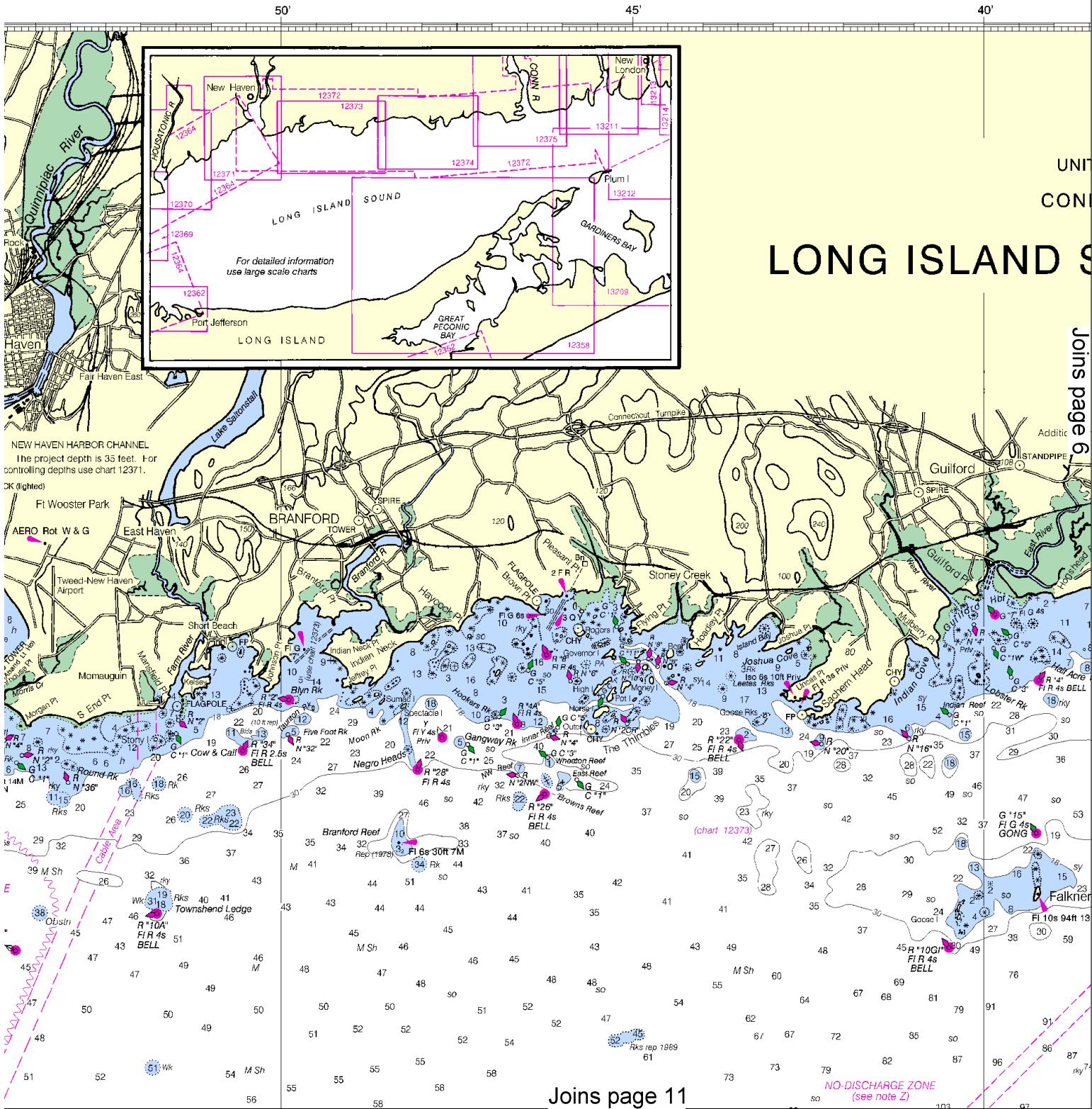
See Note on page 5.

SCALE 1:80,000
Nautical Miles



**CAUTION
CHANGES IN BUOYAGE**

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black porpoise buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.



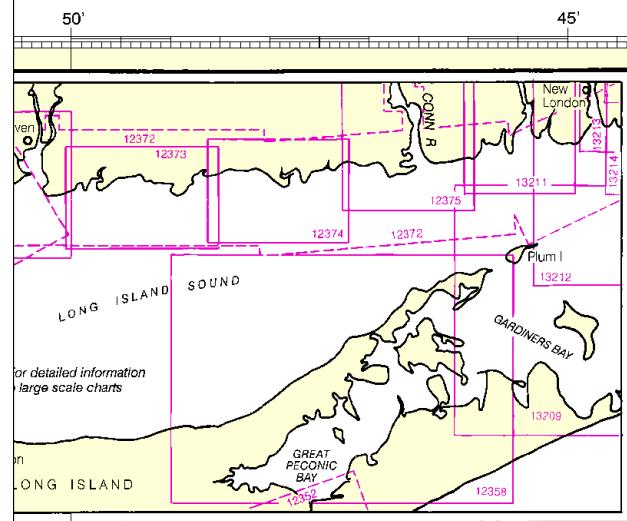
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The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

CAUTION
CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green, black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

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10000

Formerly C&GS 1212, 1st Ed., Aug



UNITED STATES - EAST COAST
CONNECTICUT - NEW YORK

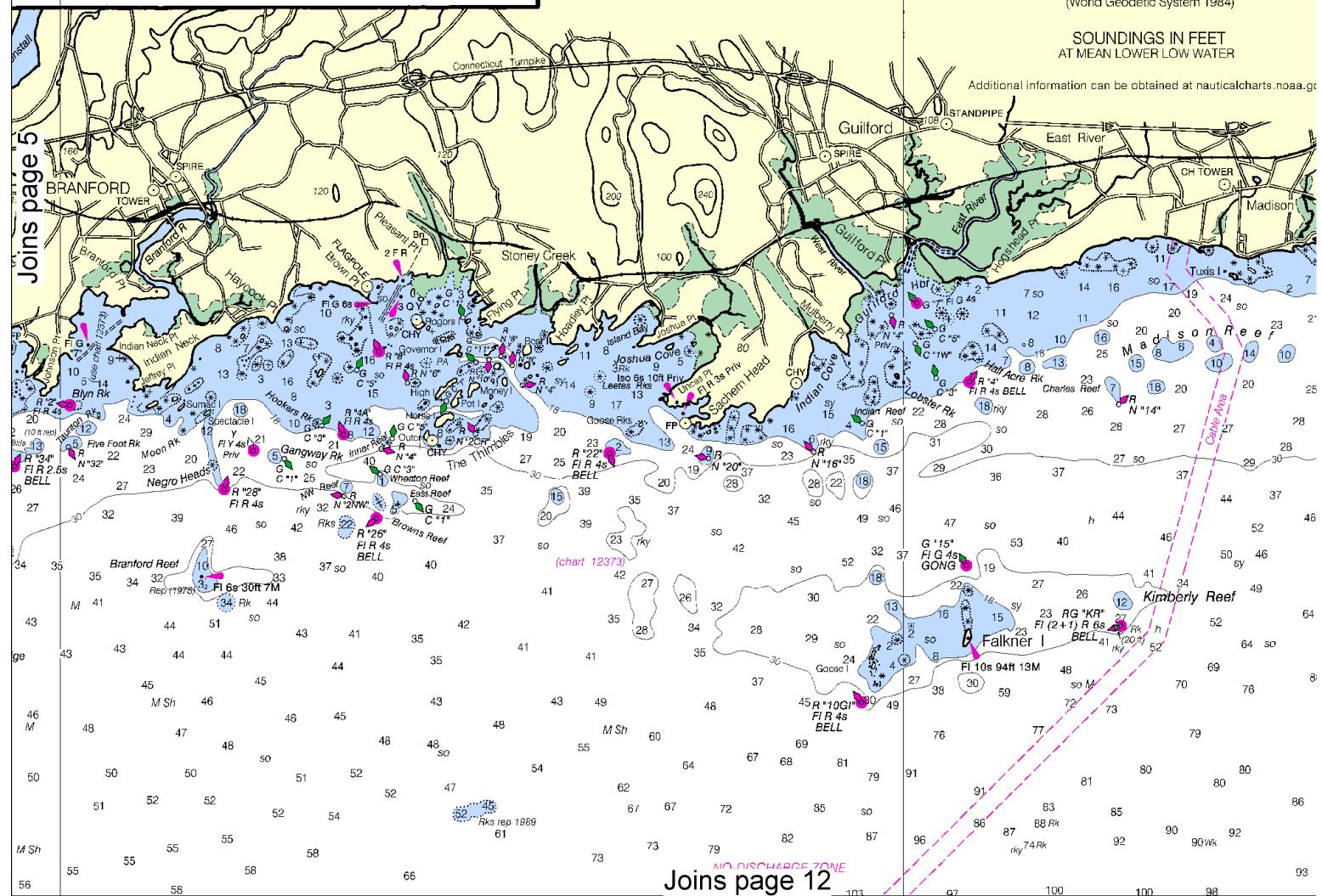
LONG ISLAND SOUND - EA

Mercator Projection
Scale 1:80,000 at Lat. 41° 07'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

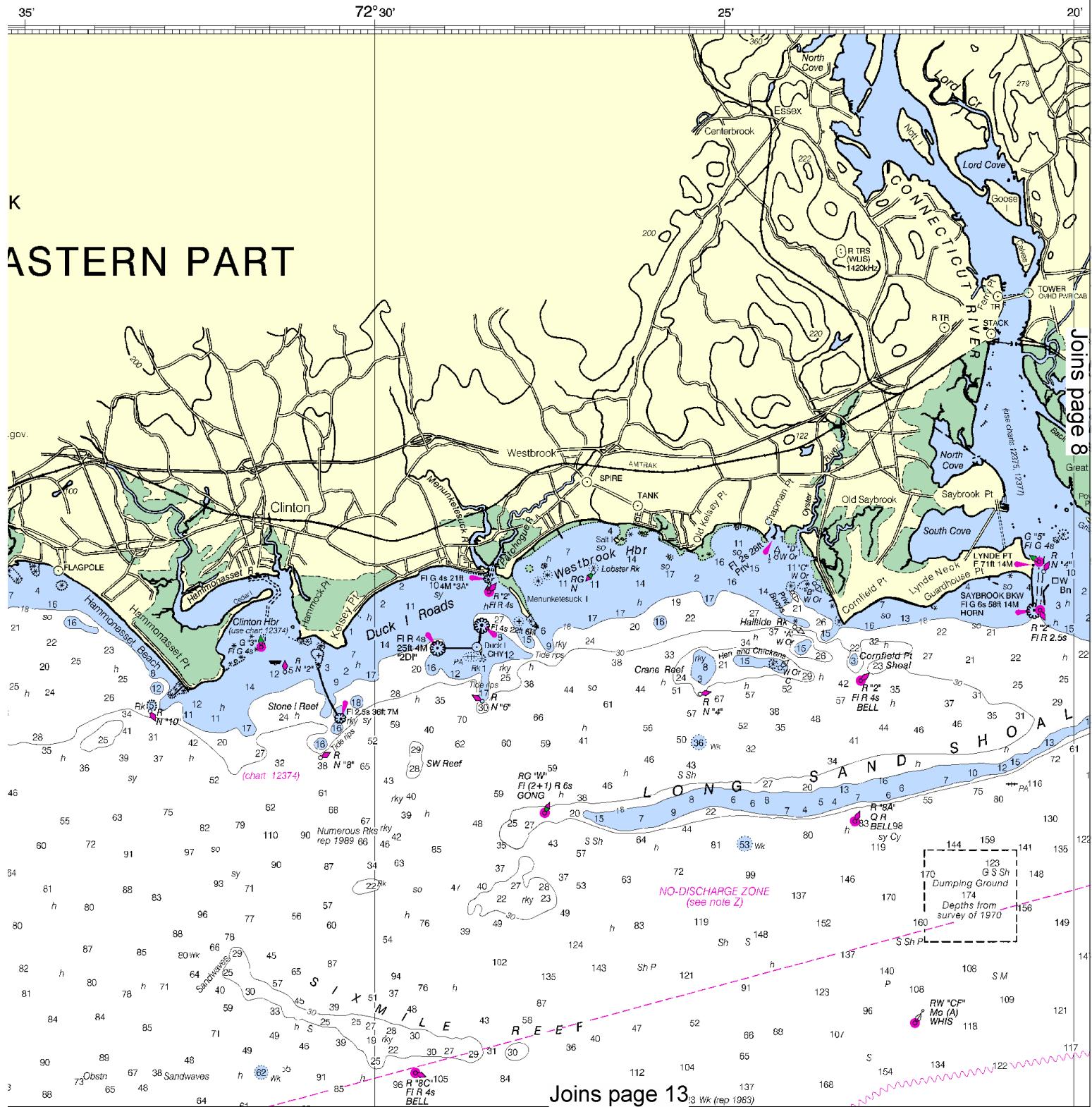


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

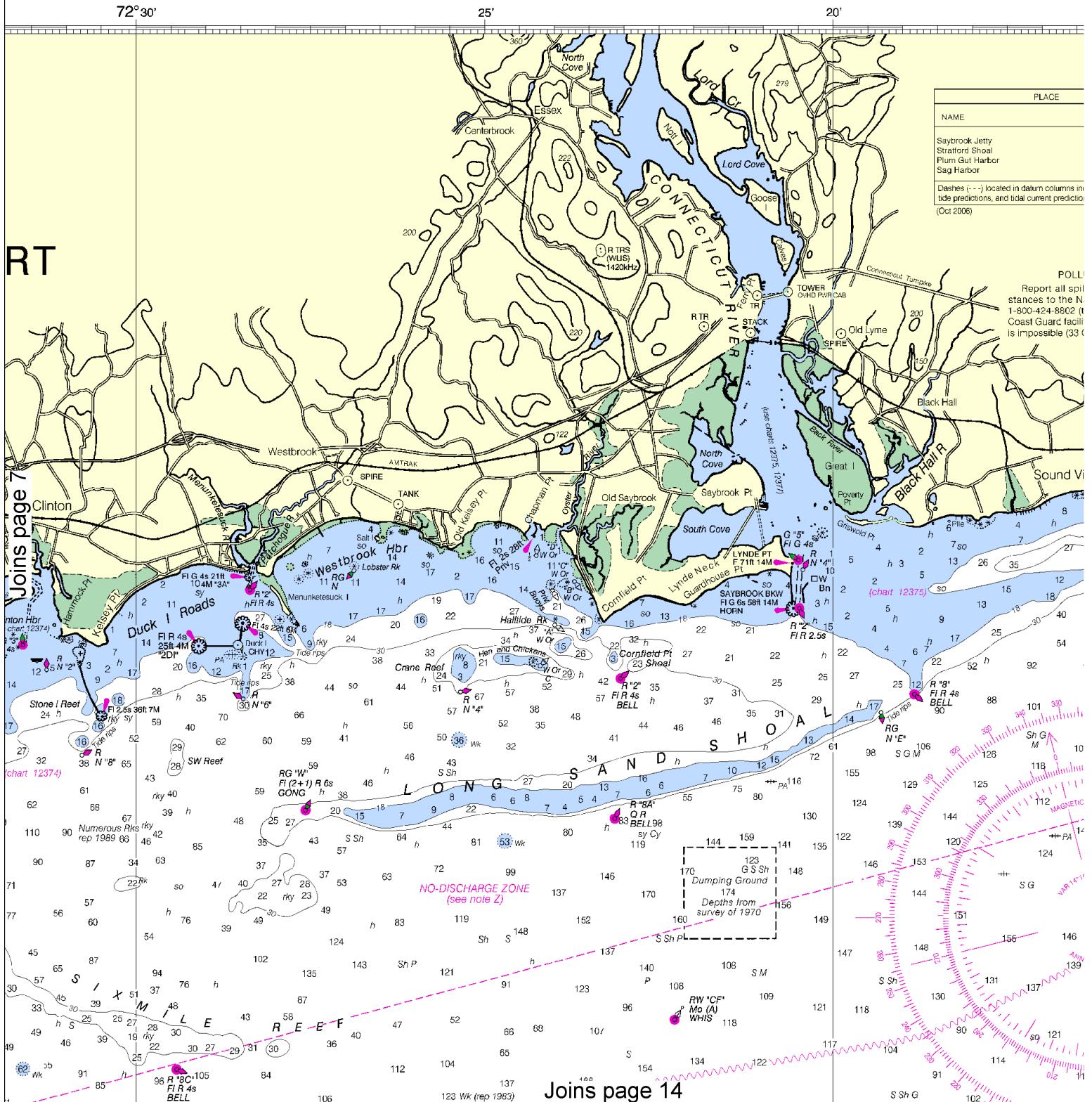
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North
1 0 1 2 3 4 5 6 7
1000 0 2000 4000 6000 8000 10000
Yards



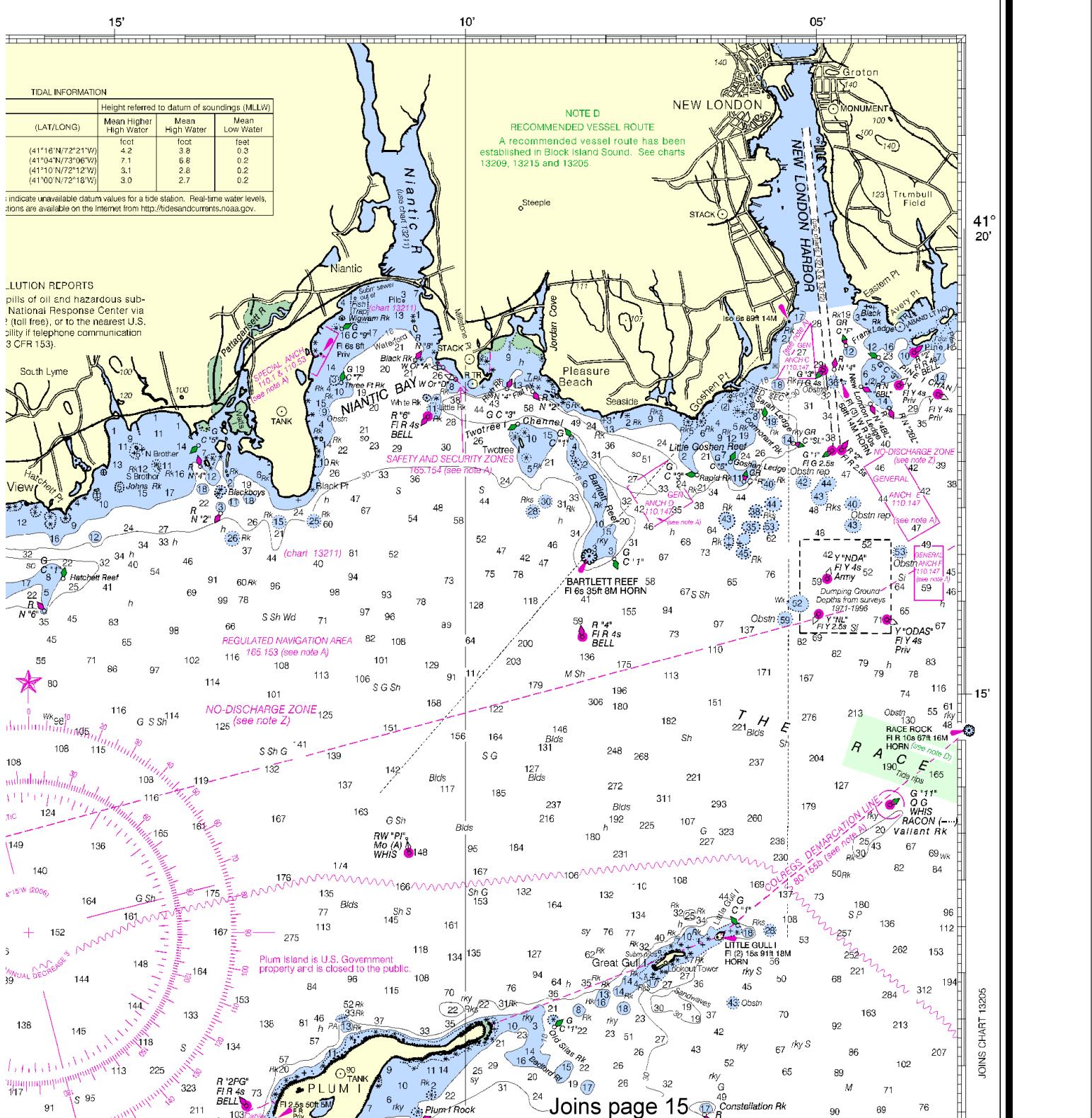
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NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

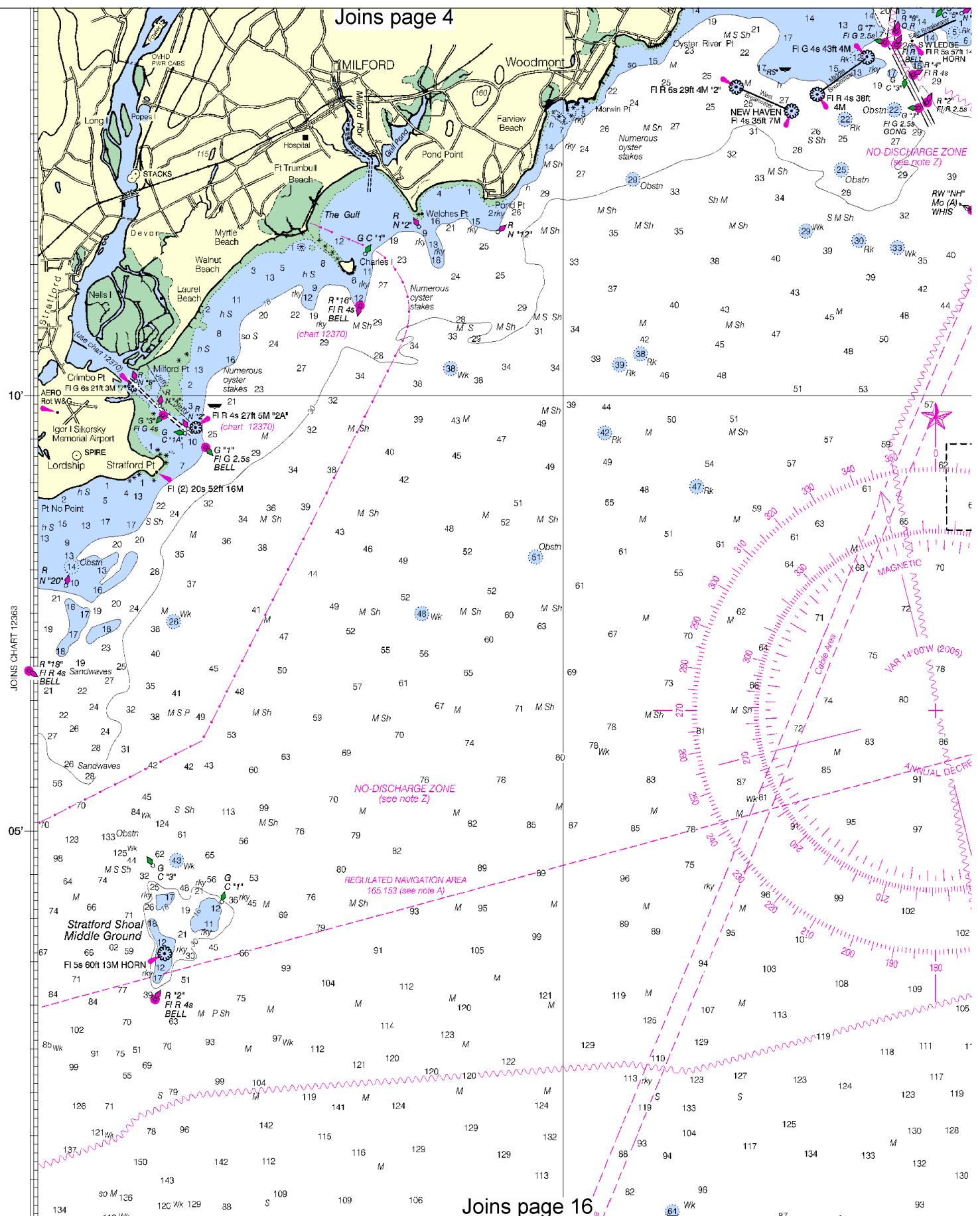


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Yards



Joins page 4

JOINS CHART 12363



10



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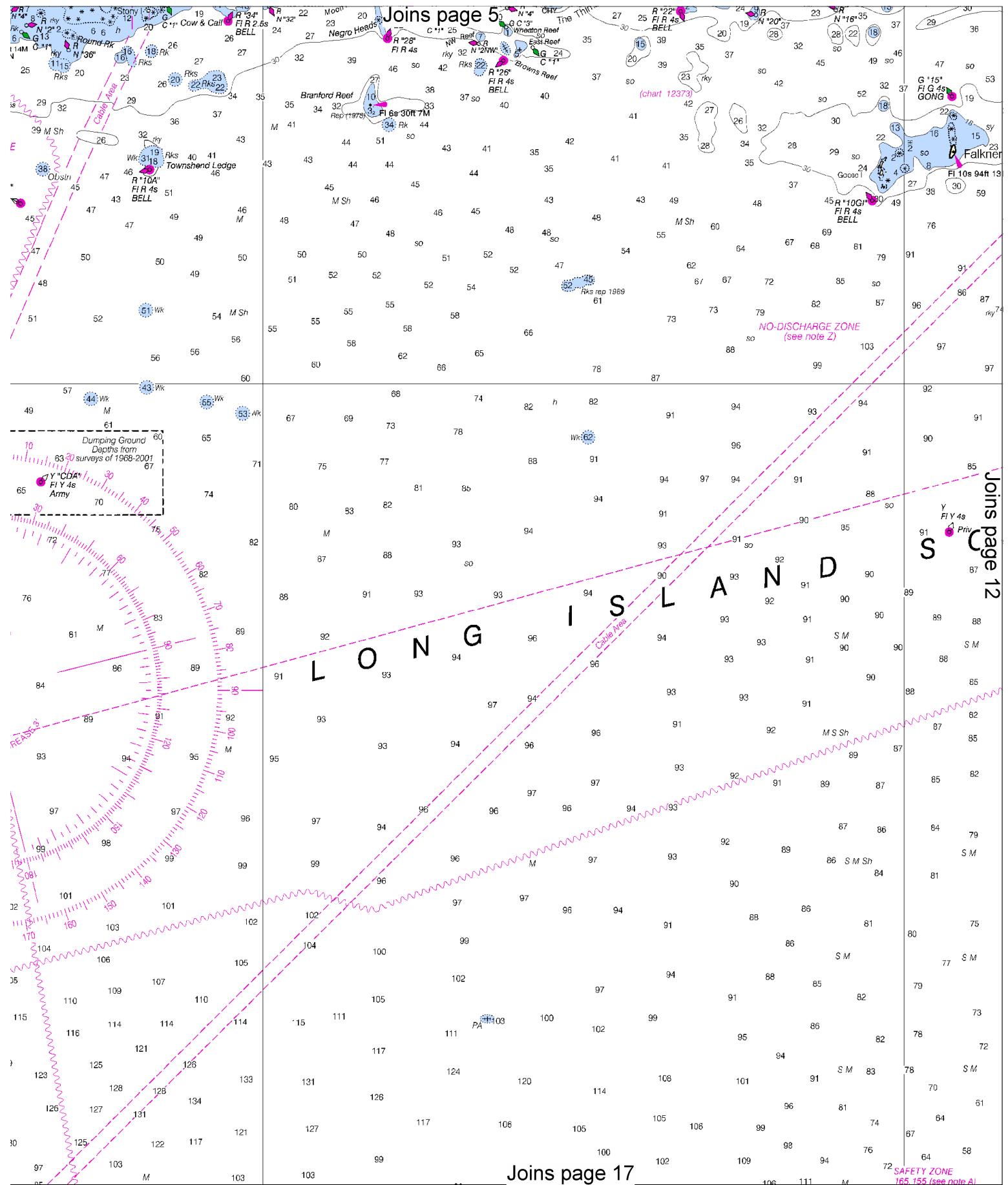
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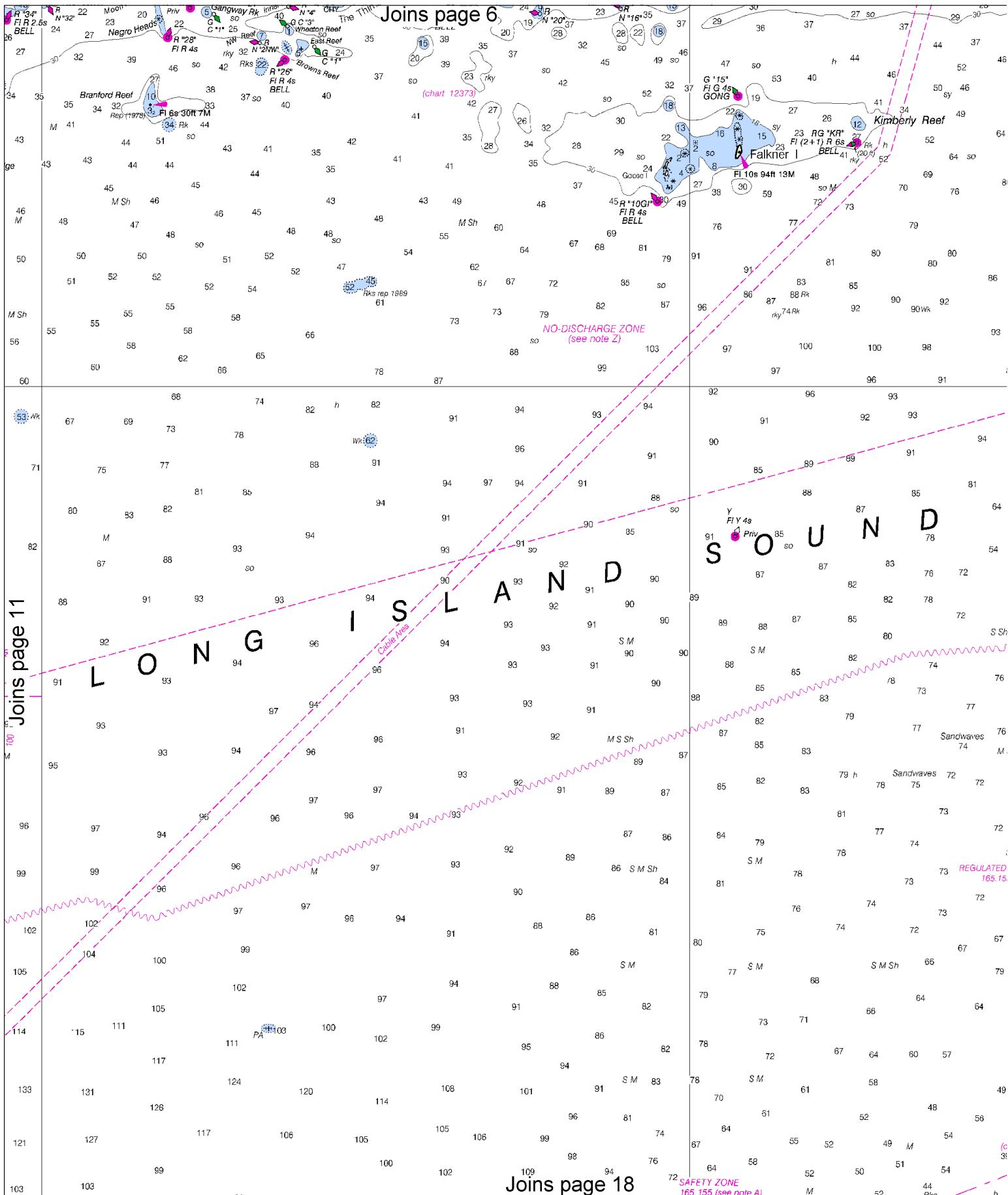
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Yards 1000 2000 4000 6000 8000 10000

See Note on page 5.





12

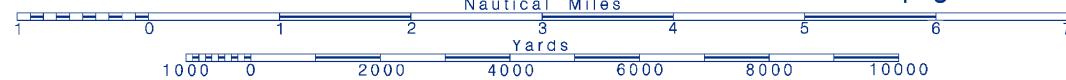


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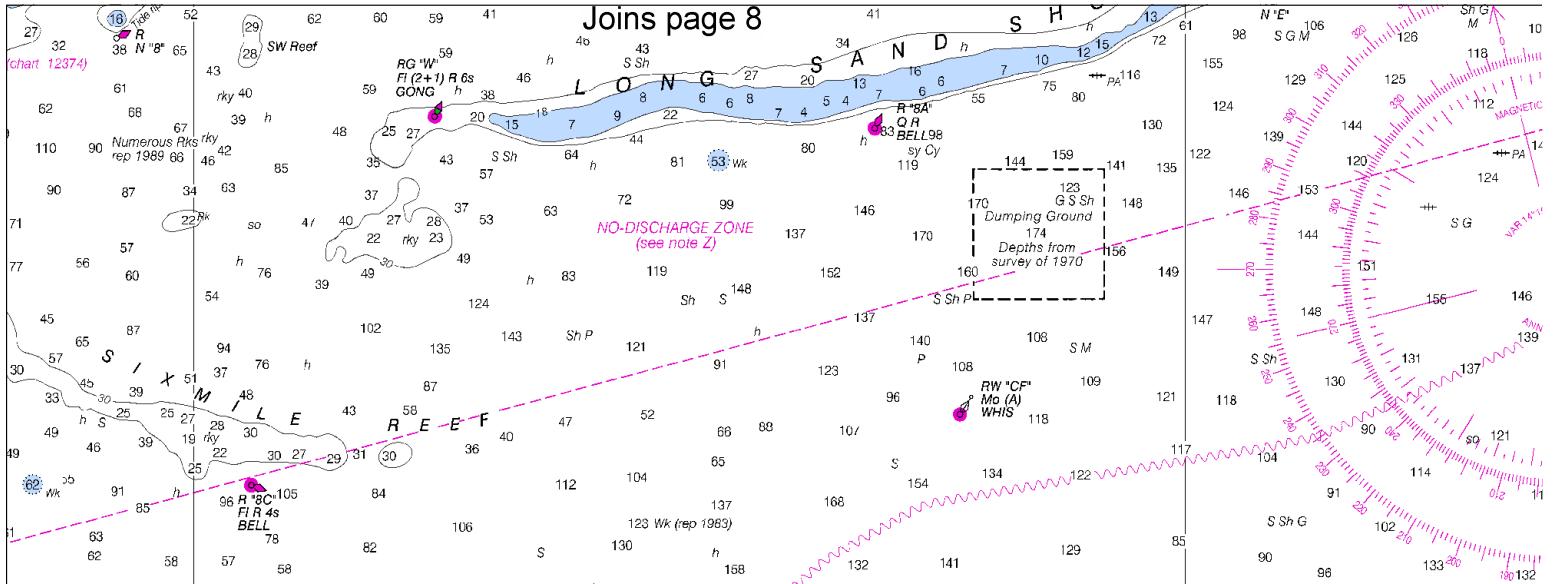
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Nautical Miles

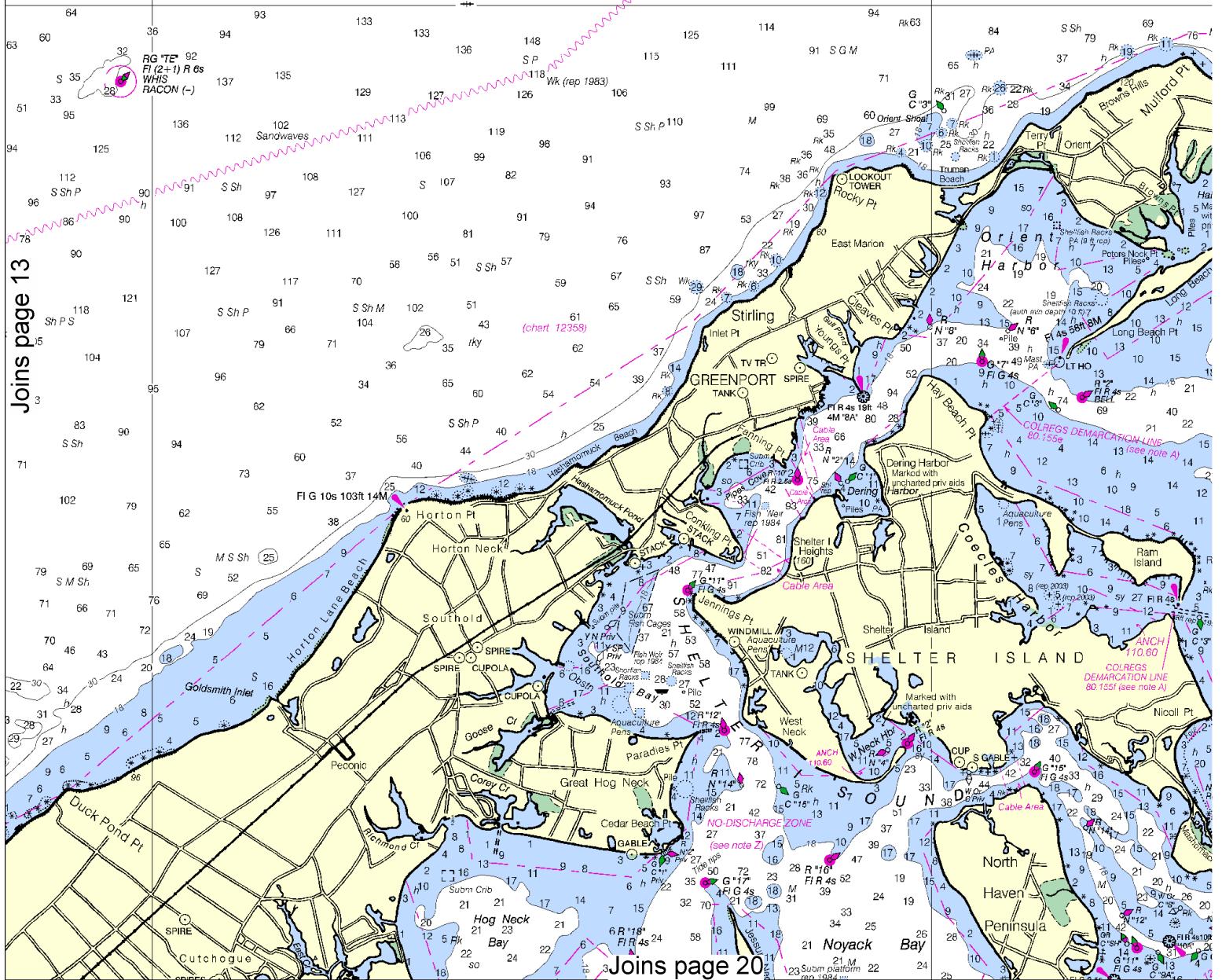
Yards



Joins page 8



Joins page 13



Joins page 20

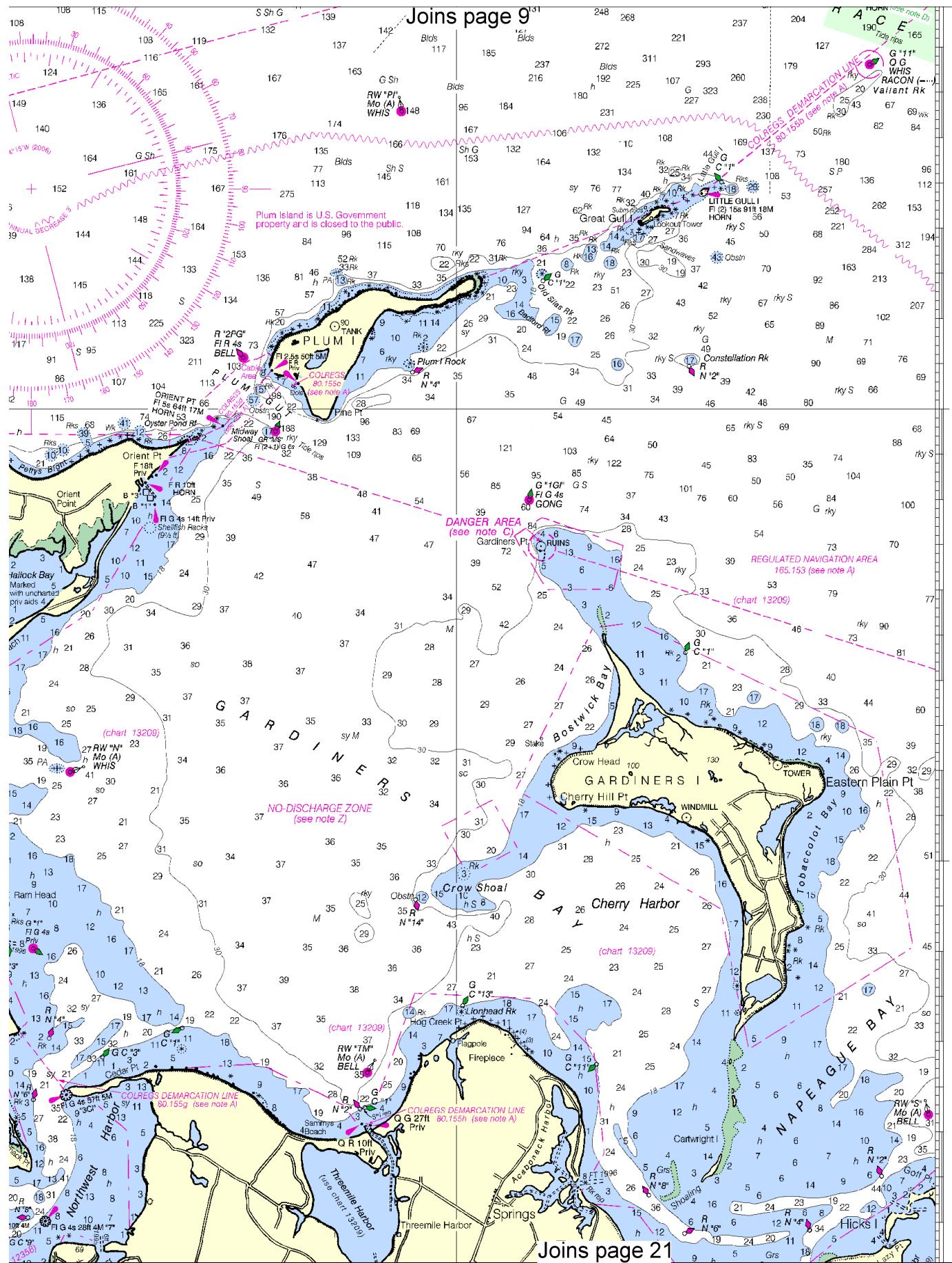
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Printed at reduced scale.

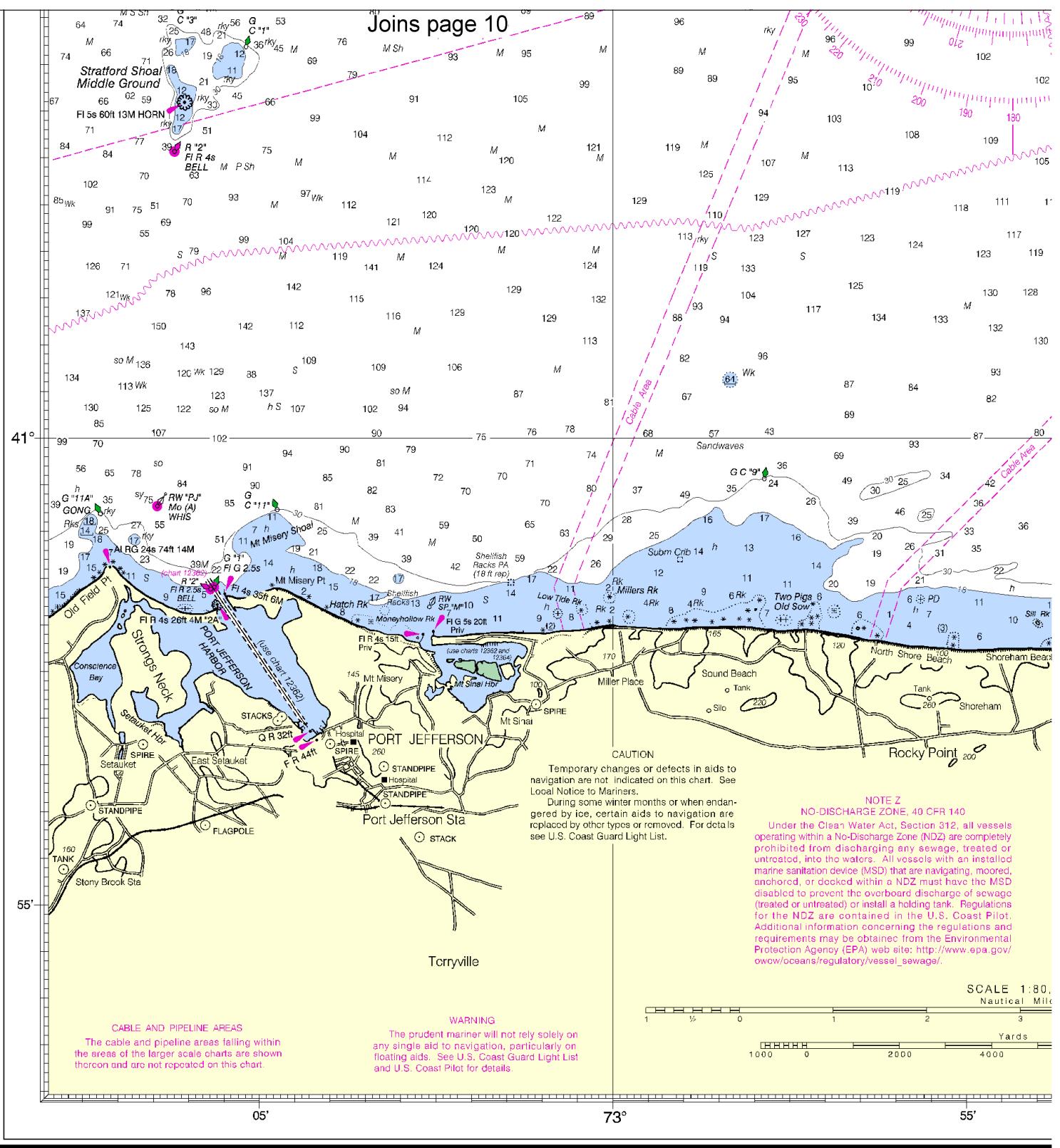
SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 10



42nd Ed., Dec./06 ■ Corrected through NM Dec. 9/06
Corrected through LNM Nov. 28/06

12354
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/CS2), Service, NOAA, Silver Spring, Maryland 20910-3282.

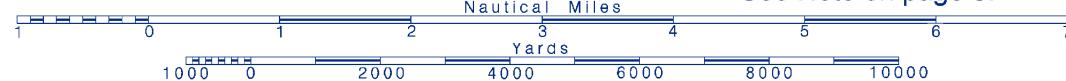
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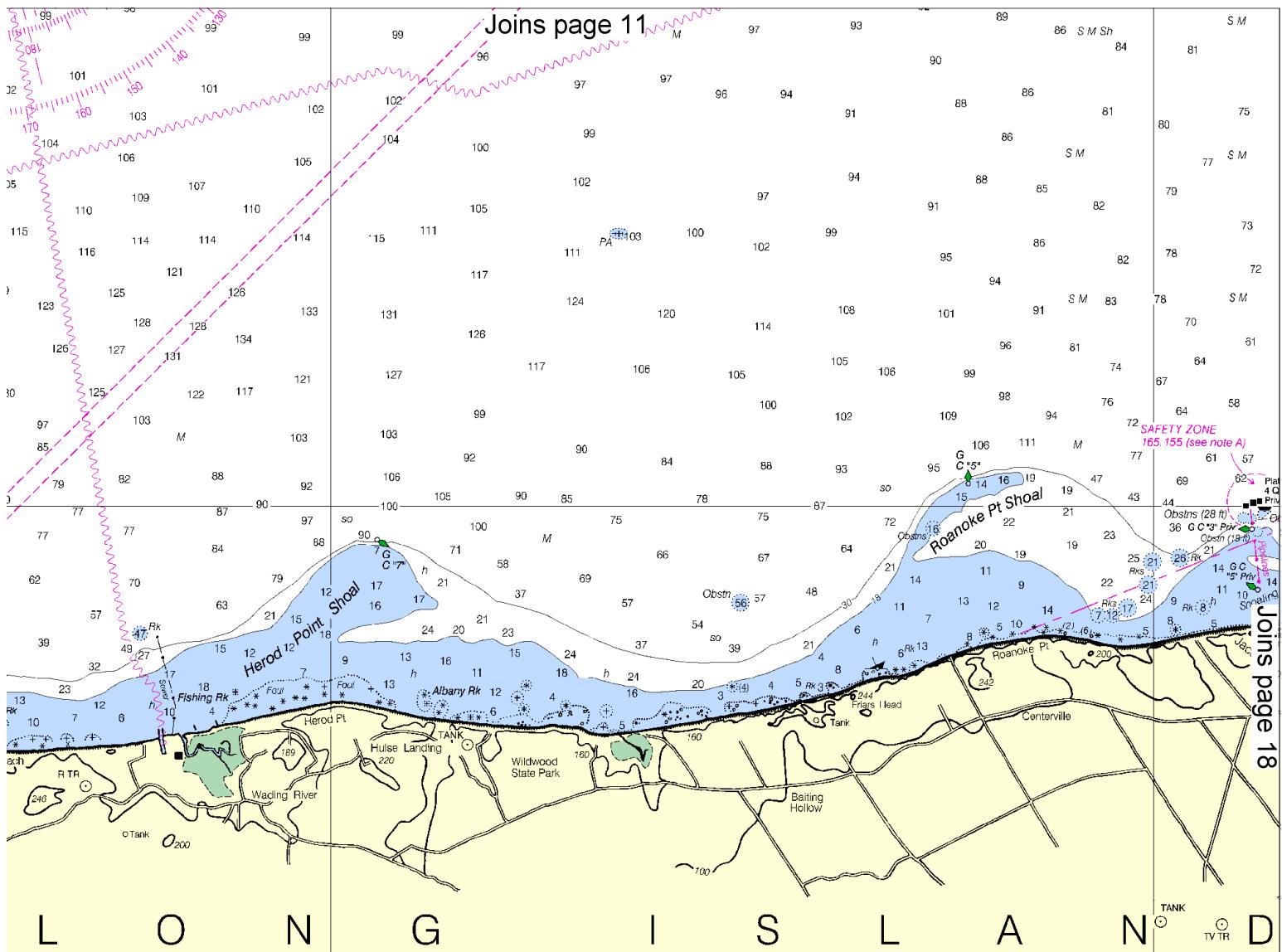


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





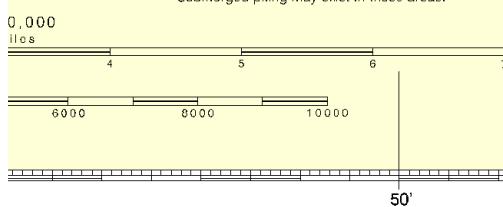
L O N G I S L A N D

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.



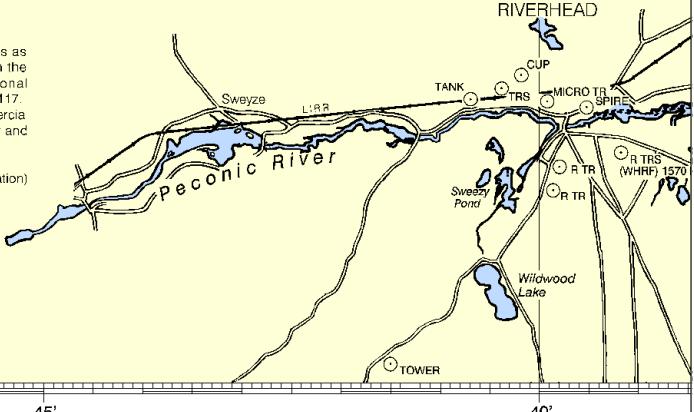
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

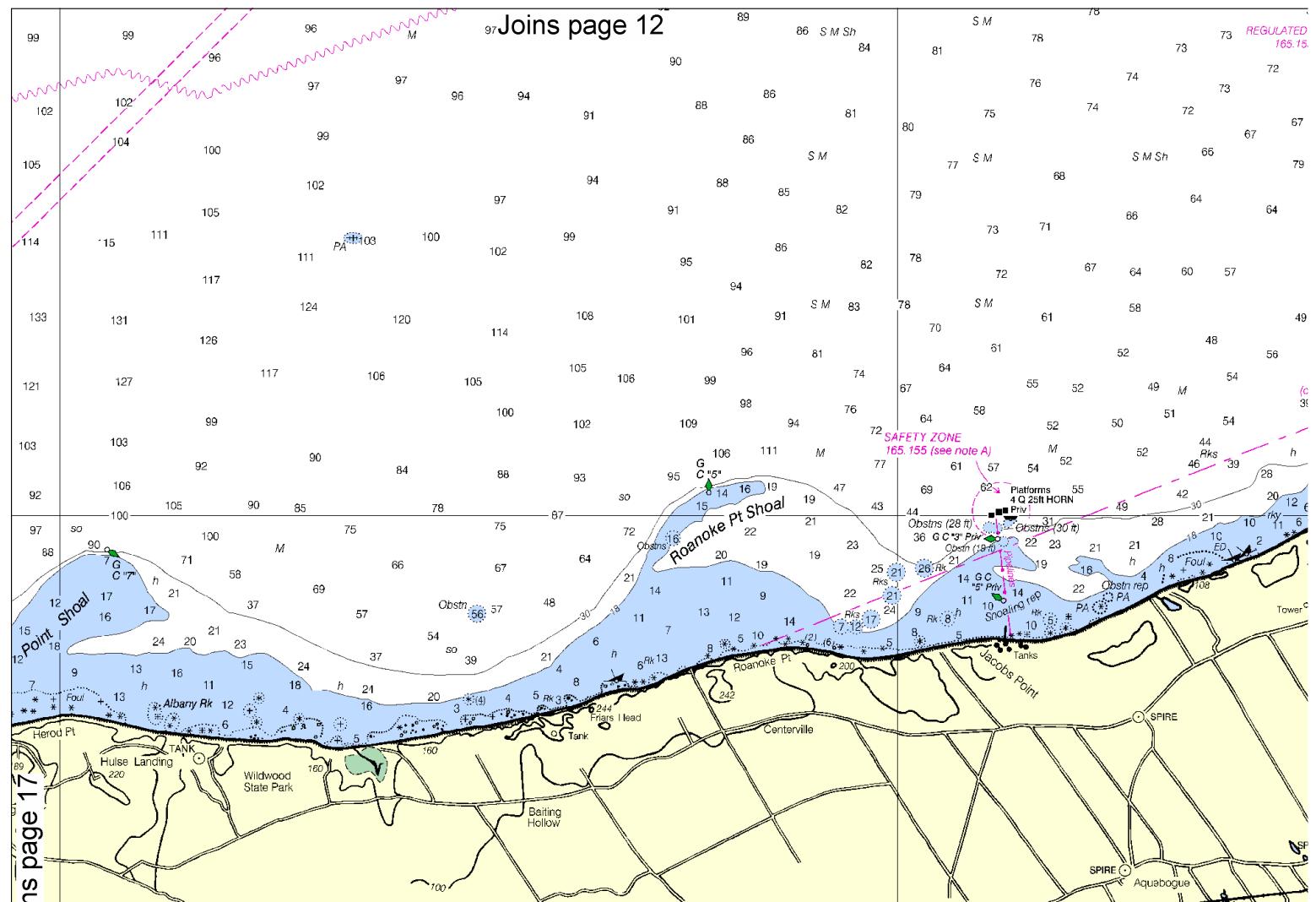
(○) (Accurate location) (○) (Approximate location)



ation... The National
a, or comments for
National Ocean

PRINT-ON-DEMAND CHARTS

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Z joins page 17

G

I S L A N D

N

RIVERHEAD

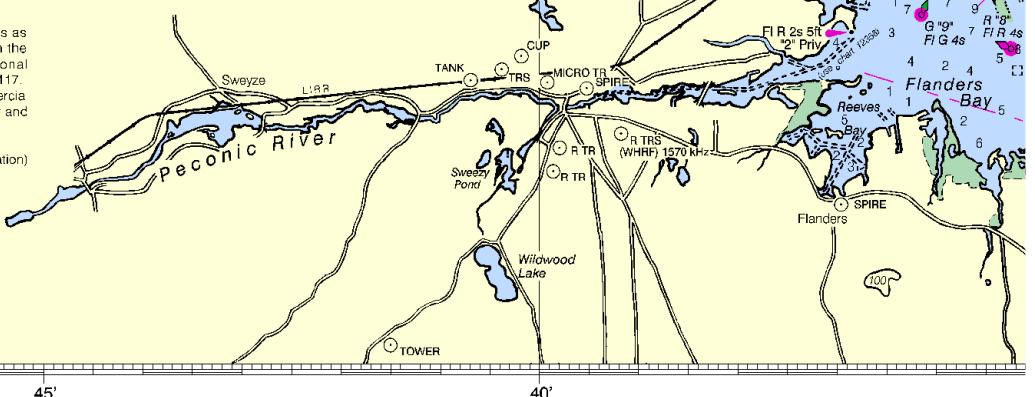
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CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○(Accurate location) ◇(Approximate location)



Parts of this chart
information may be
from the Coast
Guard District
private buoys are
from the Coast
Guard Light List.
AS
areas are shown
in these areas.

6 7

6

0

45°

40°

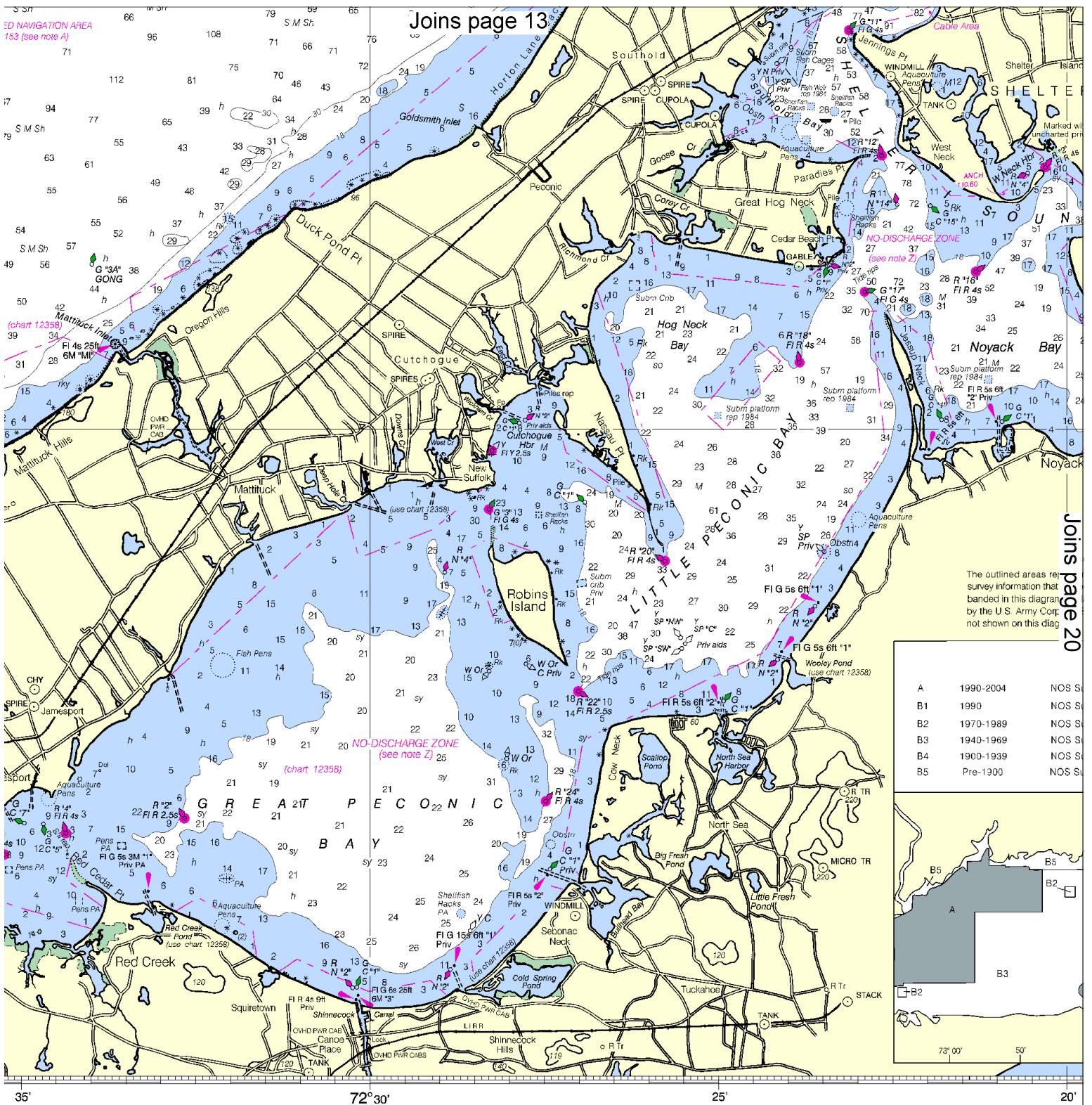
50'

PRINT-ON-DEMAND CHARTS

partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners users. Charts are printed when ordered using Print-on-Demand technology. New charts are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent or demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, charts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or <http://OceanGrafix.com>.

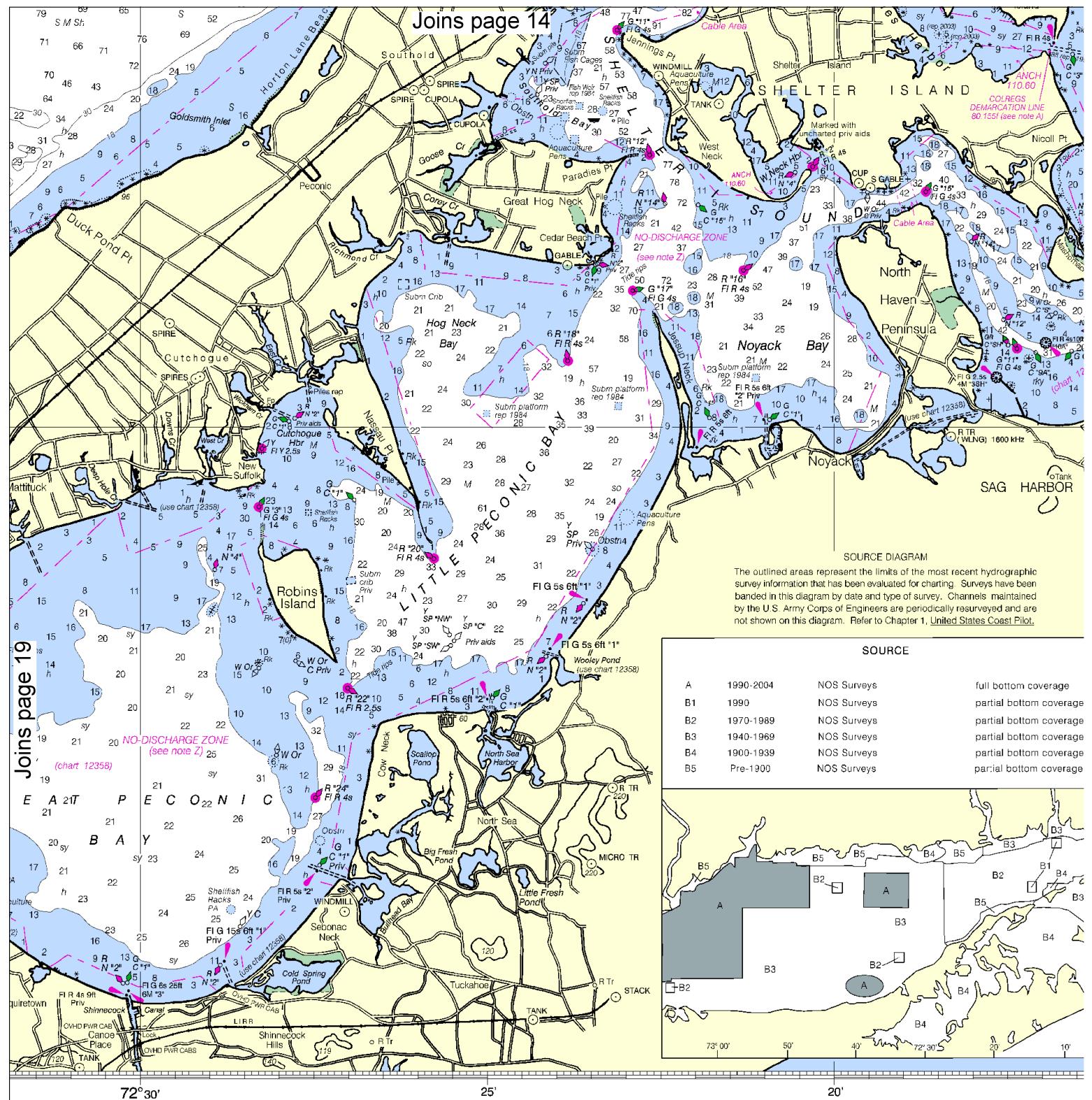
Published at Washir
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN
COAST SURVEY





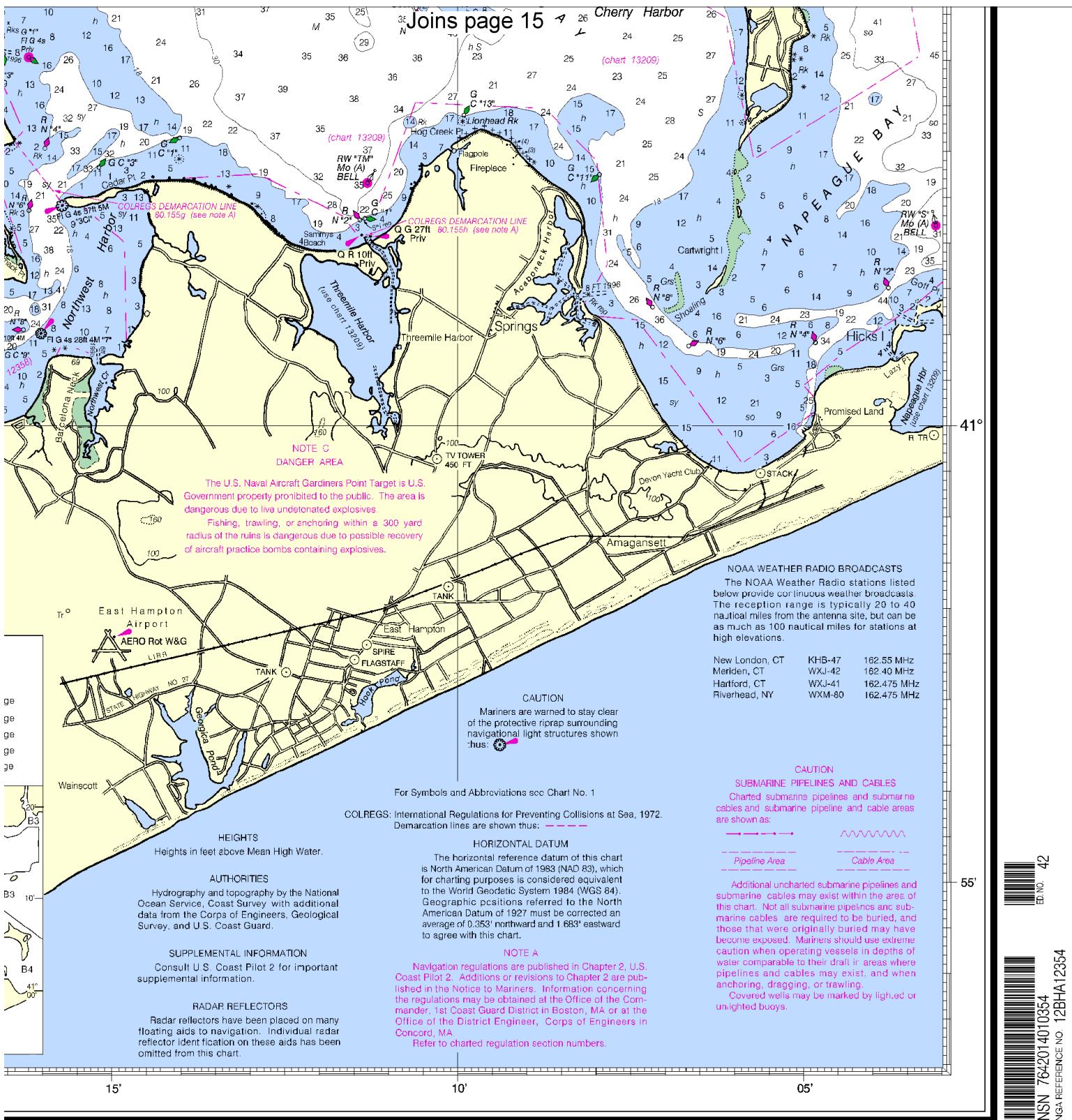
Washington, D.C.
DEPARTMENT OF COMMERCE
SPHERIC ADMINISTRATION
IN SERVICE
REVEY

SOUNDINGS IN



SOUNDINGS IN FEET

FATHOMS	1
FEET	8
METERS	2



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
8	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
9	13	19	25	31	37	43	49	55	61	67	73	79	85	91	97	103
10	14	20	26	32	38	44	50	56	62	68	74	80	86	92	98	104

Long Island Sound - Eastern Part
SOUNDINGS IN FEET - SCALE 1:80,000

12354

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NGA REFERENCE NO. 12B1A12354

ED. NO. 42

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard New Haven – 203-468-4401

Coast Guard New London – 860-442-4471

Coast Guard Montauk – 631-668-2773

Environmental Protection Spec – 203-468-4520

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.